

















## DEATH OF MR. A. J. J. SCARLES.

We regret to announce the death of Mr. A. J. J. Scarles, head of the firm of Scarles and Co., 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

It is only about three days since the late Mr. Scarles was conducting his business as usual, when he entered the Peak Hospital, where he was to have undergone an operation. The deceased gentleman was born in Mexico, being the eldest son of the late Dr. F. Scarles, who was well-known in this colony, being the last but one of the survivors of the thirty-two brave men who were killed at the battle of Fajaluta. The late Mr. Scarles was highly respected in Hongkong and Mexico and his loss will be greatly felt.

The funeral takes place at 3 p.m. tomorrow from Villa Branca, Robinson Road. A service is to be held at the Roman Catholic Cathedral.

## DEATH OF REV. D. MACIVER OF SWATOW.

We learn by a brief telegram from London, that the Rev. Donald Maciver, M.A., of the English Presbyterian Mission, died suddenly on the 21st of this month. We infer he was at his home in Edinburgh at the time. A recent letter from him stated that he had been in the country seeking health, but that there was no improvement. His doctor had previously forbidden his return to China in the autumn, but there was no indication that the end was so near. He was educated in the University of Aberdeen and in the Free Church College there. He joined the E. D. Mission at Swatow in 1870, and was put in charge of the Hakka branch of the Mission. He has seen the 7 stations and 150 members that he began with grow to 49 stations and 1250 members, and no small share of this increase was due to his own exertions. He was an earnest, faithful, and efficient missionary. In the early days he did much pioneering and pioneering from Hail-heng in the South to Shang-hang in the North, enduring much physical hardship in addition to the other hardships of the missionary life. Later he was in chief charge of the Theological College at Wanking. He was a very clever, idiomatic and fluent speaker of Hakka, Chinese, and had a good taste in the use of that dialect. His momentary visit to the University of Edinburgh, the result of the labors of at least twenty-five years, which is a great boon to all who have to acquire the Hakka dialect, or Hakka "Language" as he (not quite in joke) insisted on calling it.

His death at the early age of 57 leaves a great blank in the Yanking Mission circle, and his genial presence will be missed by the Swatow missionaries and by many of the community. He leaves a widow, one son, and three daughters. His son is a graduate of the University of Edinburgh, and has nearly finished his studies for the ministry in the U. F. Divinity Hall there.

## MONEY LENDING CASES.

Before Mr. Justice Hazard, at the Supreme Court this morning, Oyang Singh sued Wing Kam to recover \$69 money lent. Defendant said he only owed \$23 and that was the money lender's way of piling up the amount. He had got \$10 on two promissory notes and had signed for \$22, while he had got \$10 on a third having signed for \$40.

His Lordship—Have you paid anything on the last one—\$10.

Have you got the receipt?—I got the money in connection with another loan and he got the receipt.

Is he here?—No.

How much are your wages?—\$12.

Judgment was given for plaintiff with costs at \$5 a month.

Judith Sing sued O. Grant and another for \$175.60.

His Lordship—(to defendant)—You say your wife does not owe the money?—No sir.

Can't you read?—No sir.

Can't you write my name?—No.

Mr. J. H. Gardiner, for plaintiff, said that both of the admitted making the mark but Mrs. Grant said she signed as a witness.

His Lordship gave judgment for plaintiff against both defendants for \$16 and \$18 interest. Leave to issue a writ in connection with another promissory note was also granted.

## SHAKESPEAREAN RECITALS.

Mr. Charles Marshall Dapch, the well-known Shakespearean reciter and scholar, is paying a flying visit to Hongkong, en route to the Philippines. On his return he has promised to give, under the patronage of Sir Henry and Lady May, two Shakespearean recitals at the Peak Hotel. The first will be on August 2nd, when "The Merchant of Venice" will be given, the second will be on August 9th, when "The Comedy of Errors" will fill the bill. Mr. Marshall's reputation has preceded him, and we feel sure that he will have a hearty reception at the hands of a Hongkong audience as he received in Yokohama or Shanghai.

## AVOID ALL DANGERS.

Dysentery is a dangerous disease but can be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy has been used in India, Australia, and elsewhere, and is a most valuable remedy for all these ailments. It is a most valuable remedy for all these ailments. It is a most valuable remedy for all these ailments.

## THE STORM.

During the early hours of this morning a storm of abnormal violence swept over the Colony. The wind blew at almost hurricane force, the rain was simply torrential, while at every few minutes thunder-claps boomed out and unusually vivid lightning flashes illuminated the sky.

So far as can be ascertained the damage done is very slight, though a continuance of the rains would be likely to have disastrous effects on property. The only collapse of any importance took place at 297, Des Vaux Road, Central, where a verandah gave way, fortunately without injuring anyone. Several of the roads on the Hongkong side have been badly put up and trees and telegraph wires blown down, while a good deal of the low lying land at Kowloon is flooded. At the back of Hinghuen Police Station there have been two slight landslides, while in several places the embankments of the British section of the Canton-Kowloon Railway have been cut up.

So far no lives have been reported as having been lost among the floating population, this being no doubt due to the fact that all the small craft take advantage of the typhoon shelter. Three boats are reported as having got adrift from Bowring Canal, but none of these contained any occupants.

The rainfall has again been extremely heavy, no less than 8.02 inches being recorded during the 24 hours ended at 10.30 a.m. to-day. In three days, therefore, we have had a much-appreciated fall of about 15 inches.

In view of the heavy rains which we have had during the last few days the following table giving the heaviest day's rain for the last 20 years will be of interest:—

Year	Amount
1884	5.58
1885	12.63
1886	13.48
1887	8.35
1888	8.47
1889	20.49
1890	5.81
1891	10.40
1892	10.84
1893	6.91
1894	10.19
1895	4.55
1896	5.21
1897	5.03
1898	3.50
1899	3.22
1900	5.45
1901	4.23
1902	8.06
1903	8.80
1904	11.13
1905	7.36
1906	5.28
1907	5.33
1908	7.00
1909	6.57

The rough weather caused considerable anxiety to be manifested regarding the Canton and West River boats, some of which were considerably overdue last night. But fortunately nothing untoward has been reported, most of the vessels having gone in for shelter at convenient spots until the worst of the storm had passed. The S.S. San Cheung (Capt. McGinty) arrived in port this morning after taking two days on the trip from Canton. Two or three times on the way down Capt. McGinty faced the sea but as the bow of the vessel badly dipped he had to put back. Eventually he found a snug little spot in which he anchored. The S.S. Hongkong left Canton at 8 a.m. yesterday and did not turn up here until this morning after a rough passage, while the Kinshin, which was due last night, came in shortly after 10 a.m. to-day after having taken shelter on the down run. The S.S. San Cheung sailed what belated this morning from the West River with a full cargo, reporting very nasty weather also. This afternoon the S.S. Hanoi from Hanoi steamed into port after a most trying run. All the way up the weather was bad. The seas were mountainous, and much of the deck cargo, including kerosene, live pigs and sundries, was washed overboard.

The S.S. Kwong Sai, which was also many hours overdue, turned up to-day. She reported no damage, having, like the other boats, anchored until the weather had cleared.

This forenoon the typhoon signal was lowered, and very soon the harbour began to present a more animated appearance, boats coming out of shelter to resume their ordinary work. After this the weather began to clear up, and now we know that the worst is past.

The Hongkong Observatory reports to-day that the typhoon has reached Wankow, on the West River, a big depression is evidently gathering on the Yangtze according to observations reaching Hongkong.

## SWATOW NOTES.

(From Our Own Correspondent.)

Last Friday morning the Chinese in Hak Choh took great interest in some boat races which, I understand, is the first that have been held here for many years. Twenty-four men competed, twelve in each sampan, which looked as if they carried a full complement.

The races lasted for an hour and a half and during the period there was abundance of noise both from the excited onlookers as well as the competitors. The winners carried their flags in triumph round the foreign settlement and left one at each house, receiving in return a monetary acknowledgment.

Two heavy showers have fallen, one yesterday and one to-day. It is breezy to-day and somewhat cooler than it has been. We are hoping that more rain will fall and that very soon. Many have made arrangements to spend July and August at Mass but owing to this drought rain may be impossible. The water supply at Mass is a minute quantity and that to industry-makers would form a very delicate inconvenience.

The French Consul has been in hospital for some time, but I hear there is nothing seriously wrong.

## CIRCUS COMING.

Mr. Jackson, the advance representative of the Hippodrome, arrived here to-day from the South, after a very stormy passage. He informs us that the show will leave Hanoi to-day and is expected to open here on the 6th or 8th of July. We understand the Hippodrome management will introduce a lot of novelties, and many new artists have been engaged since the last visit to Hongkong.

## BIG OPIUM ROBBERY.

It has come to our knowledge from a very reliable source that a big theft of opium was made at Messrs E. D. Sassoon & Co's godown in Ice House Lane last night. As most readers know, Messrs. Sassoon's godowns are situated behind the Jockey Club Bank in Ice House Lane, a well-frequented locality at most hours of the day and night; but it appears that the robbers took advantage of the boisterous and wet weather last night to cover their nefarious deeds. They evidently also counted on the typhoon weather we have had for the last few days insuring a supply of the material being in godown as no steamers had left lately to take away shipments.

The door of the godown was secured by a Chubb's lock, which the robbers picked open or broke, and entering they broached three chests and extracted eighty-nine balls of opium, which are valued at about \$4,300. An electric fan which was in the godown, was also taken.

This afternoon a representative of the Chinese Mail called at the offices of Messrs E. D. Sassoon and Company and was given full particulars of the robbery. Suspicious were first aroused when this morning at the usual time some employees of the firm went down to the godown at No. 6 Ice House Street for the purpose of opening the premises. They then noticed that the two Chubb's locks which were formerly on the door had been removed and inferior ones had replaced them. Without attempting to open the premises the employees at once reported the matter to the manager, and the police were immediately notified of the suspicious which had been aroused. Detective Sergt. Grant was soon on the scene, and in his presence the doors were opened and the godown entered. On getting inside it was discovered that four chests of Bengal opium had been opened and a considerable portion of the contents of each removed. The proper quantity which each chest should hold is 40 balls and of the 160 balls in the chests which had been tampered with no less than 29 were missing. The value of the stolen opium is somewhere about \$4,500. It would seem that the thieves had some difficulty in secreting what they had stolen, for otherwise it is strange to understand why they did not take more of the drug, there being over a thousand chests in the godown at the time the theft was committed.

In addition to the opium the thieves got away with a small camphor-wood chest and small electric fan, the latter being probably utilized for conveying the stolen opium away. What the idea was in substituting new locks for the old ones is difficult to understand, for it must have occurred to the thieves that an entrance could easily enough be effected by breaking down the door. But the substitution may have been effected so as to give the impression that the doors were safely locked and nothing whatever wrong.

Messrs. Sassoon have occupied the godowns in question now for some 20 years and this is the first robbery of the kind that they have experienced. There is absolutely no clue whatever as to who the robbers are, but the police are pursuing the most searching enquiries with a view to bringing the thieves to justice, and the harbour authorities as well as the Chinese Commissioner of Customs have been informed of the robbery.

## BARONET CLAIMS CHURCH AISLE.

Much comment has been caused amongst the parishioners of Rolloston, Burton-on-Trent, by a letter which the rector, Canon Tyrville, and the churchwardens have received from the acquire, Sir Oswald Mosley, Bart., stating that, "after June 1, I intend to close the pews in my aisle to the public during my service, until further notice." In a letter to the side-man, the baronet's agent states that Sir Oswald is obliged to take this step at intervals, in order that his rights to the aisle should not lapse. The rector is understood to have replied hoping that the aisle would not be closed for more than one Sunday. The aisle was built during the reign of Henry VIII, and contains more than a hundred pews. Sir Oswald's family vault being beneath it. As the church is always crowded on Sundays the churchwardens will not be able to seat the people if the aisle is closed.

## ALL-DAY BATTLE.

A desperate all-day pitched battle between the O'Brienites and Nationalist factions, in which the police fired on the crowd and one man was killed, has occurred at the town of Newmarket, Co. Cork.

Reports received state that large numbers of people were in the town on a holiday and market-day. Fighting began at an early hour and continued in a fierce riot in which bottles, stones and revolvers were used. The fighting was kept up continually throughout the day, and even children participated. As night approached houses were wrecked and the street became a regular scene of fire, nothing being heard but revolver shots, the smashing of windows and flame party cries. The police-intervention had only a few constables with him. These eventually got between the two factions and fired at the crowd. But this had no effect, and another volley had to be fired by the police. This time the rioting was over. The fighting was kept up continually throughout the day, and even children participated. As night approached houses were wrecked and the street became a regular scene of fire, nothing being heard but revolver shots, the smashing of windows and flame party cries. The police-intervention had only a few constables with him. These eventually got between the two factions and fired at the crowd. But this had no effect, and another volley had to be fired by the police. This time the rioting was over.

## HOME FACTS ABOUT GERMANY.

## Results of an Industrial Census.

Here are some interesting facts about Germany, told by Sir Francis Oppenheimer, British Consul-General at Frankfurt, in his last report. Some of them are taken from the last German industrial census.

The total population of the German Empire was in—

1882	46,225,113
1895	51,770,584
1907	61,770,030

## GERMANS BY TRADE.

The proportions in which the Germans were devoted to various occupations in the years 1886 and 1907 were these:—

Occupation	1886	1907
Agriculture	30.74	23.58
Industry	32.15	35.75
Trade and Commerce	11.82	13.41
Servants	1.71	1.29
Soldiers, Officials, professions	5.48	5.32
Of no occupation	8.43	8.58

"The retrogression in agriculture is not only relative, but absolute. The part of the population engaged in agriculture has fallen from 18,500,000 to 17,680,000. The part of the population engaged in industry has risen from 20,250,000 to 26,380,000."

"The development which has taken place throughout Germany shows a great advance towards a more advanced stage of civilization, and a more advanced stage of general regression of the small concerns; an intensified progress towards industrialization, while agriculture lagged behind; a growing participation of females in productive work generally."

"The census returns in Prussia numbered in 1885 951,848, and in 1907 784,197. "There has, then, been a drop of 17.60 per cent. in these smallest of working concerns, which work neither with apprentices nor mechanical means. The other concerns have in the same time risen from 701,004 in 1885 to 1,111,300 in 1907."

"The increase amounts to 40.37 per cent. A certain number of the smaller concerns have undoubtedly risen into the class of the larger ones, but it is admitted that a certain number of the small concerns have gone under in the natural industrial development."

## EFFECT OF TRUSTS.

"The larger concerns have increased in every branch of industry, both in number and in size. This increase amounts in the machine industry, in the mercantile, and in the iron and steel industry to over 100 per cent., and in the insurance business to over 200 per cent."

Speaking of the effect of trusts, Sir Francis says:—

"The development which has taken place behind the wall of protection, the system of syndication—has killed free competition at home, and has unduly raised the cost of the raw material needed by the finishing industries."

"The agricultural protection, as well as the industrial, has moreover, increased the cost of living and has narrowed down the margin of profit which might have been used like a safety-valve for reductions of price to revive trade at home or facilitate competition abroad."

"Syndication has, however, in fact, combined to depress German manufactures of that class, cheapening power which ought chiefly to have been reserved for the home market, and the increased protection of the home market has been unduly raised."

"Where the British succeed."

"It is an interesting fact that British industry is steadily securing the German market for entirely modern articles—e.g., goods of fashion and articles of luxury. This may be gained from the increasing export of prepared and unprepared leather goods, British cloth, plate glass, porcelain, china, and high-class cutlery. For British production, then, the British lead in matters of fashion has become a valuable asset."

"To-day Germany receives from the United Kingdom machines for such branches of industry in which mechanical working has already for some time past been introduced—e.g., agricultural and textile machines. On the other hand, the United Kingdom receives from Germany machines for the newer branches of manufacture—e.g., electro-technical machines, and mining machines, etc., in which the technical development of Germany strives to excel."

## DOMESTIC SERVANTS.

"One consequence of the recent industrial slump in Germany was an over-supply of domestic servants, male and female, formerly used in industry, became free; on the other hand, owing to the increased cost of living, economy prevailed, and many households and this led to a reduction in the employment of servants."

In the month of October, 1908, the number of female domestic servants seeking employment at the public agencies exceeded the number in the previous year by no less than 21 per cent. The situation available, however, had decreased as against the former year.

"The same occurrence was noticed with regard to male servants. In October there were in both groups 127.9 applications for every 100 open places, as against 102.8 in the year previous. The offers, therefore, were by 24.1 in excess of the previous year. In October, 1909, there had been but 97.6 applications; as against them, therefore, an increase had taken place of 30.4. Female servants, who had hitherto suffered from a shortage, were now in a position to choose."

"The percentage of the female population engaged in earning a living rose thus:—

1882	15.46
1895	19.97
1907	25.37

"It follows that more than a quarter of the female population is engaged in the trade of production. This fact constituted the sensation of the last census, it led to a statement in favour of a better preparatory training of females, even as advocated that female should be educated not only for the special trade, but even for a general examination for apprentices and masters."

The Berlin police, at the end of last year, issued an order compelling all employers to place their shops at 5 p.m. instead of 6 p.m. as a number of Berlin shopkeepers, in the exercise of a right granted them under the trading laws, first got the Commission of Police to make an inquiry as to whether it would be to the benefit of the nation, and the Berlin police were obliged to rescind the order.

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## BRITAIN'S EGYPTIAN TRUST.

The House of Commons Debate.

We are now able to amplify the report of the debate which took place on the Egyptian question in the House of Commons on June 12th, and of which Reuters at the time gave us a necessarily meagre outline.

The debate was opened by Mr. Balfour, who called attention to the situation in Egypt. He attacked the Government for trying to introduce a system of government for which the Egyptians were not prepared.

Mr. Robertson denounced the Opposition for applauding Mr. Roosevelt's insult. No one could be more cautiously conservative than Sir Edward Grey. It had been admitted that the Nationalist propaganda was foolish, and he hoped that the Government would enforce the law firmly and unvaryingly, but would carry out its pledges.

Mr. Balfour denied that Mr. Roosevelt's speech was an insult. No one could have shown a more kindly, appreciative, sympathetic treatment of truer knowledge of our problems than Mr. Roosevelt, who said nothing to which the most sensitive Briton could take the slightest objection. He realized what Mr. Robertson and others did not realise, that it was not a question of superiority or inferiority, but of a historic fact that Egypt and other Oriental countries never show a trace of the capacity for self-government. Their great contributions to history were made under absolute government for their good. The present position in Egypt was eminently satisfactory because the authority of the dominant race had been undermined. "It is," said Mr. Balfour, "for prompt, decisive action, and I am confident that the Government is able and desirous of putting matters right." He appealed to Government not to permit our civilising work to be ended by officials in Egypt feeling that they did not receive from home the support without which they were helpless.

Sir Edward Grey said the tone of Mr. Balfour's speech was everything desirable and was a most valuable contribution to the problem. Sir Edward was glad that they did not receive from home the support without which they were helpless.

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SATURDAY, 27th AUG.	FRIDAY, 14th OCT.
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## PORTLAND &amp; ASIATIC S.S. CO.

ORIGINALLY CONNECTED WITH THE OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE AND YOKOHAMA, WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To Sail
SELJA	4495	OLAF LIE	4th July, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	Captain	Leaving
HAIVANG	Capt. A. F. Hodgins	SUNDAY, 3rd July, at Daylight.
HAICHING	Capt. W. C. Passmore	TUESDAY, 6th July, at 10 a.m.
HAITAN	Capt. J. W. Evans	FRIDAY, 8th July, at 10 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	Captain	Leaving
HAIMUN	Capt. A. H. Stewart	SUNDAY, 3rd July, at 10 a.m.
		WEDNESDAY, 6th July, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage, apply to

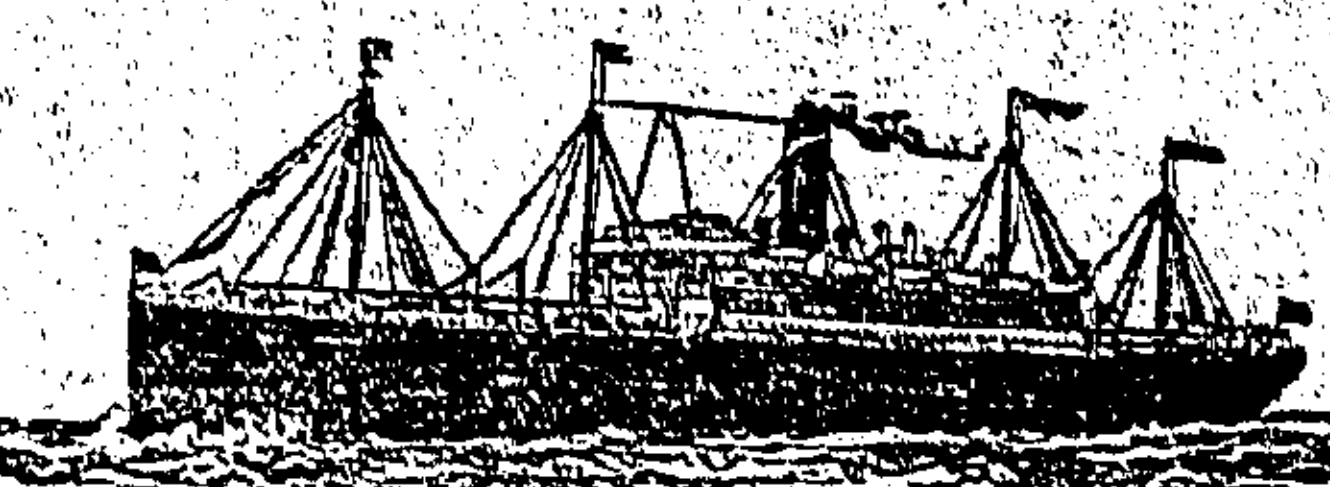
DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

## U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	Sailing Dates
MONGOLIA	27,000	MONDAY, 4th July, at 1 p.m.
TENYO MARU	21,000	SATURDAY, 3rd July, at 1 p.m.
KOREA MARU	18,000	SATURDAY, 10th July, at 1 p.m.
NIPPON MARU	18,000	SATURDAY, 3rd July, at 1 p.m.
SIBERIA	18,000	SATURDAY, 6th Aug., at 1 p.m.
MANOHARA	27,000	SATURDAY, 20th Aug., at 1 p.m.
CHIYO MARU	21,000	SATURDAY, 27th Aug., at 1 p.m.

The P. M. S. S. MONGOLIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimoda, Yokohama and Honolulu, on MONDAY, July 4th, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120 2s months £125; including Berth and Meals across America.

## INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 13th Aug., at 1 p.m.

Asia.....9,500 " SATURDAY, 3rd Sept., at 1 p.m.

The S. S. CHINA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 13th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Ports...£43.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of this Company, Kine's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG, MOJI, KOBE & YOKOHAMA	SEATTLE MARU, Capt. T. Sato.	6,182	Wednesday, 13th July, at Noon.
Do.	CHICAGO MARU, Capt. I. Goto.	6,182	Wednesday, 10th Aug., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given towards Express connection.

The newly built steamers: "CHOSUN MARU" and "BUYUN MARU"—First-class cabins—AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, June 22, 1910.

T. ARIMA, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For

STEAMERS	To Sail
NAPLES, GENOA, ALGIERES, GIBRALTAR, BOOTHAMPTON, ANTWERP & HAMBURG	WEDNESDAY, 13th July, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 13th July, at Noon.
MANILA, ANGAUR, YAP, SEWAGUNA, BRISBANE, SYDNEY AND MELBOURNE	SATURDAY, 13th July, at Daylight.
KUDAT AND SANDAKAN	End of July.

For further Particulars apply to

Norddeutscher Lloyd, MELBOURNE & CO.

General Agents, Hongkong & China.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	To Sail
MANILA	TUESDAY, July 5, at 3 p.m.
TIENSIN via SWATOW, WEIHAIWEI & CHEFOO	WEDNESDAY, July 6, Daylight.
SINGAPORE, PENANG, AND CALCUTTA	WEDNESDAY, July 6, at Noon.
MANILA	LOONGSANG, FRIDAY, July 8, at 4 p.m.

RETURN TOURS TO JAPAN, Occupying 24 days.

The steamers Kuremaru, Yamaguchi and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuala Lumpur, Singapore, Tawau, Ulu, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	To Sail
SHANGHAI	July 5, Daylight.
AMOI, CEBU & HONOLULU	July 5, at Noon.
HAIPHONG	July 5, at 10 a.m.
MANILA	July 5, at 3 p.m.
SAMARANG & SOERABAYA	July 5, at 4 p.m.
CHEFOO & TIENSIN	July 5, at 4 p.m.
SHANGHAI	July 5, at 4 p.m.
MANILA	July 5, at 4 p.m.
AUSTRALIAN PORTS	July 5, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SURE STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SURE STEAMERS (S.S. Anhui, Chean, Eshan, Chihna)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMERS	Tons, Gross	Sails
Kiyo Maru	17,200	Aug. 24th, at noon.
Buyo Maru	10,500	Oct. 22nd, at noon.
Hongkong Maru	11,000	Dec. 21st, at noon.

For particulars apply to

N. YAMADA, Acting Manager, TOYO KISEN KAISHA, Kine's Buildings.

## NIPPONYUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Sailing Dates
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	AKI MARU, Capt. K. Homma, Tons 7000.	WEDNESDAY, 6th July, at Daylight.
	MISHIMA MARU, Capt. A. E. Moore, Tons 9000.	WEDNESDAY, 6th July, at Daylight.
	KAGA MARU, Capt. M. Hagino, Tons 7000.	WEDNESDAY, 6th July, at Daylight.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.	INABA MARU, Capt. K. Kawara, Tons 7000.	TUESDAY, 19th July, at 4 p.m.
	TAKEDA MARU, Capt. K. Sato, Tons 7000.	TUESDAY, 16th Aug., at 4 p.m.
VICTORIA, B.C. AND SEATTLE	SADO MARU, Capt. S. Horikawa, Tons 7000.	SATURDAY, 16th July, from KOBE.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNS, NIKEO MARU, VILLE AND BRISBANE.	YAWATA MARU, Capt. T. Sakai, Tons 5000.	FRIDAY, 8th July, at Noon.
	NIKEO MARU, Capt. M. Yagi, Tons 6000.	FRIDAY, 8th July, at Noon.
NAGASAKI, KOBE AND YOKOHAMA	WAKASA MARU, Capt. N. Nielsen, Tons 7000.	WEDNESDAY, 6th July, at Noon.
SHANGHAI, MOJI & KOBE	ATSUTA MARU, Capt. Wm. Thompson, Tons 8000.	WEDNESDAY, 6th July, at Noon.
KOBE & YOKOHAMA	HAKATA MARU, Capt. A. Mookai, Tons 7000.	THURSDAY, 7th July, at 4 p.m.
BOMBAY, via SINGAPORE AND COLOMBO		TUESDAY, 12th July.

Fitted with new system of wireless telegraphy.

Cargo only. Carries deck passengers.

## CHEAPEST SUMMER RATES.

HONGKONG and JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$80
2nd class \$80	\$70	\$60	\$50

With option of Ball between calling ports in Japan.

For further information as to Freight, Passage, Sailings, etc., apply at the Company, Local Branch Office in Prince's Building, First Floor, Collyer Quay.

T. KUSUMOTO, Manager.

## Shipping.

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship CATHARINE APOAR, Captain G. F. Hume, will be despatched for the above Ports on SATURDAY, the 2nd July, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents, Hongkong, June 15, 1910.

## CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship KUMERIC, From Hongkong, on TUESDAY, 5th July, for VANCOUVER Direct.

To be followed by

ATHEMERIC, 26th July.

OCEANO, 27th September.

KUMERIC, 20th October.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO., HONGKONG.

Hongkong, June 22, 1910.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERBISIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain R. W. H. Shaw, carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., on SATURDAY, the 3rd July, 1910, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Macdonald, 10,512 tons, from Colombo. Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables all Cargo for France, and Trans-Atlantic (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay by the R.M.S. Colindale, due in London on the 21st August, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent, Hongkong, June 25, 1910.

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship WYNGRIG, will be despatched for the above Ports on WEDNESDAY, the 12th July, 1910.

For Freight apply to

ARNHOLD, KARBURG & CO., Agents, Hongkong, June 21, 1910.

SHIRE LINE OF STEAMERS LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship PEMBERTONSHIRE, Captain HAYES, will be despatched as above on or about 18th July.

This steamer has superior accommodation for first-class passengers at cheap rates, being fitted throughout with Electric Light and Electric Fans in State Rooms and Saloon. A Doctor and Stewardess are carried.



Shipping.

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

HOMEWARD PASSENGER SEASON 1910.  
PROPOSED SAILINGS OF MAIL STEAMERS

**MARSEILLES & LONDON.**

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leaves	Connecting Steamers	Due	Due
Colombo	Marseilles	from Colombo to	Marseilles	from Marseilles to
Colombo	Marseilles	Marseilles & London	Marseilles	London
STEAMER	Leaves	Connecting Steamers	Due	Due
DELTA	July 9	MAKRONIA	July 13	Aug. 13
DELTA	July 23	MOLDAVIA	July 27	Aug. 27
DELTA	Aug. 6	MOLDAVIA	Aug. 10	Sept. 10
DELTA	Aug. 20	MOLDAVIA	Aug. 24	Sept. 24
DELTA	Sept. 3	MOLDAVIA	Sept. 7	Oct. 7
DELTA	Sept. 17	MOLDAVIA	Sept. 21	Oct. 21
DELTA	Oct. 1	MOLDAVIA	Oct. 5	Nov. 5
DELTA	Oct. 15	MOLDAVIA	Oct. 19	Nov. 19
DELTA	Oct. 29	MOLDAVIA	Oct. 31	Dec. 31
DELTA	Nov. 12	MOLDAVIA	Nov. 16	Jan. 1
DELTA	Nov. 26	MOLDAVIA	Nov. 30	Jan. 15

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARE TO LONDON (including Suez) £108.14 Return £216.28

In addition to the above Mail Steamers the following —

INTERMEDIATE (Non-Transit) STEAMERS:

WILL LEAVE FOR

**LONDON.**

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leaves	Due
Colombo	Marseilles	London
DELTA	July 9	Aug. 13
DELTA	July 23	Aug. 27
DELTA	Aug. 6	Sept. 10
DELTA	Aug. 20	Sept. 24
DELTA	Sept. 3	Oct. 7
DELTA	Sept. 17	Oct. 21
DELTA	Oct. 1	Nov. 5
DELTA	Oct. 15	Nov. 19
DELTA	Oct. 29	Dec. 3
DELTA	Nov. 12	Dec. 17
DELTA	Nov. 26	Dec. 31

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARE TO LONDON (including Suez) £108.14 Return £216.28

1st Saloon £108.14 Single £216.28 Return

2nd Saloon £54.07 Single £108.14 Return

• Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

**E. A. HEWETT,**

Superintendent.

Hongkong, June 29, 1910.

819

Imperial German Mail Line.

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

MOCKENBURG.

Having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be forwarded unless notice to the contrary be given before the 10th of July.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th of July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of July, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings cargo —

Ex s.s. Sonech from Satala.

Ex s.s. Holar from Copenhagen.

Ex s.s. Germania from Gothenburg.

Ex s.s. Hamburg from Hamburg.

Ex s.s. Sonech from Satala.

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Shipping.

**HAMBURG-AMERIKA LINIE, HAMBURG.**

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES.

VIA STRAITS AND COLOMBO

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Fort Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

Next sailings from Hongkong

Outward

For Shanghai, Yokohama & Kobe

S.S. MECKLENBURG 1st July

S.S. SCANDIA 14th July

S.S. SAXONIA 28th July

S.S. SPZLA 12th Aug.

For further Particulars apply to

**HAMBURG-AMERIKA LINIE, Hongkong Office**

Notices to Consignees

FROM EUROPE

THE H.A.L. Steamship

MOCKENBURG.

Having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

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**SOUTH MANCHURIA RAILWAY**

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIREN.

SUMMER SCHEDULE

(Effective from May 1, 1910).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Saikyo Maru' (each 3,877 tons) as follows:—

NORTH-BOUND.

Shanghai (Steamer) Lv. 1.00 p.m.

Dairen (Train) Lv. 10.24 p.m.

Mukden (Train) Lv. 10.43 p.m.

Changchun (Train) Lv. 8.00 a.m.

Harbin (Train) Lv. 11.40 a.m.

Connecting at Harbin with State Express for Moscow.

Connecting at Harbin with State Express for Moscow.

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**WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.**

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted



## Connaisseurs

**\$3.00** per Box of 100



# KRUSE & Co.

PASSENGERS EXPECTED.

Mr. P. and O. steamer *Sunda*. From Singapore, June 4, Me and Mrs. R. J. Grimshaw and children, Messrs J. R. and A. R. Maresfield, Mr. T. E. B. Robson, Miss Maud Drouth.

**POST OFFICE NOTICES.**

By the following prepaid letters and postcards will be sent by the SIBERIAN route.

**TO RUSSIA.**

**TO MOSCOW.**

By the *Yokohama*, 9 a.m., on Saturday, the 2nd July.

**TO YOKOHAMA.**

By the *Meiklenburg*, at 11 a.m., on Saturday, the 2nd July.

**TO SINGAPORE, PENANG & CALCUTTA.**

By the *Catherine Apcar*, at 11 a.m., on Saturday, the 2nd July.

**TO HONGKAI, KOBE & MOUL.**

By the *Yamaguchi*, at 11 a.m., on Saturday, the 2nd July.

**TO SHANGHAI.**

By the *Sao Hai*, at 1.15 p.m., on Saturday, the 2nd July.

Yuenang, at 2 p.m., on Saturday

ATOW.  
 er Hatimur, at 2 p.m., on Saturday  
 the 2nd July.  
 DY. CHEU & HONLO —  
 er Kaifong, at 3 p.m., on Saturday, the  
 2nd July.  
 ATOW, WEI HAI WEI, CHEE FOO &  
 TIEN TSIEN.  
 er Cheongshing, at 5 p.m., on Satur  
 day the 2nd July.

at Foochow, on Saturday, the 2nd July.

registration at 4.15 p.m.  
 registration, with late fee of 10 cents up  
 to 5 p.m.  
 tickets at 6 p.m.  
 TOW.—  
 at Hamam, at 9 a.m., on Sunday, the  
 3rd July.  
 TOW, AMOI & TAMEUI  
 at Daig Maru, at 9 a.m., on Sunday,  
 the 3rd July.  
 I, NAGASAKI, KOBE, YOKO-  
 HAMA & PORTLAND.  
 at Daig, at 10 a.m., on Monday, the  
 4th July.  
 PHONG

5th July.

Hanching, at 9 a.m., on Tuesday,  
 the 6th July.  
 SHANGHAI, MOJI, KOBE,  
 YOKOHAMA, "VICTORIA," VAN  
 COUVER, at 10 a.m.  
 Kumeric, at 10 a.m., on Tuesday,  
 the 6th July.

ALL BY THE UNITED STATES PACKET.  
 United States, Mail Packet *Mongolia*  
 is scheduled on MONDAY  
 the 4th July, with Mail for  
 Shanghai, Japan, Honolulu, San Francisco,  
 United States, Canada, Peru,  
 etc., which will be closed at follows:  
 United States Master and Samples at 10 a.m.

registration, with late fee of 10 cents  
up to 10.45 a.m.)

Hongkong Tides.

The tide table given below has been compiled at the Nautical Almanac Office from observations taken by means of an automatic tide-recording machine in the Waterworks Basin at Twin Shai Tsi during March 1897-99.

The rate of change of tide corresponds with the findings of the Admiralty which has been found to be 4 feet per hour above mean sea level.

The depth of water on the side at the Victoria Naval Yard add 3 feet to the tide.

Aberdeen, add 10 feet 6 inches to height given in the table.

July 2nd to 8th, 1910.

HIGH WATER.			LOW WATER.		
Hongkong.	Mean Time.	Height.	Hongkong.	Mean Time.	Height.
	12 noon	10 feet.		12 noon	10 feet.

1	12	0.6	1.3		
		7.20	4.0	1.15	1.2
	12	8.47	1.8	0.12	1.1

3	8 30	4.4	2 6	1.1
3	7 40	7.4	2 10	2.5
3	8 24	4.3	2 24	0.5
3	4 14	7.7	3 14	0.2
3	10 22	4.3	3 22	0.2
3	8 57	7.9	3 18	1.5
3	11 23	4.1	4 23	0.6
3	9 53	7.9	2 24	2.3
			5 4	0.1

## China Coast Meteorological

[illegible]

Frankow ...	1	—	—	—	—	—
Frankow ...	1	—	—	—	—	—

[illegible]

July 1.—4:30 a.m.

[illegible]

100, 1000	15	—	—	—	—	—
Cap Rock	21	20.55	—	—	SW	6

[illegible]

1990

VISITORS AT	
BONSAIGNS HOTEL.	
Mr. P. R. Adams	Miss Lewis
Mr. G. H. Allen	Mr. S. T. Lloyd
Mr. and Mrs. J. T. McE	Mr. B. Mandall
Mr. Andrew	Dr. O. Marrott
Mr. J. A. Anner	Miss E. A. Massey
Mr. F. G. Armstrong	Mr. J. McCall
Mr. J. B. Backhouse	Mr. and Mrs. J. Molait
Mr. A. Bigns	Mr. and Mrs. W.
Mr. J. B. Buckland	Mr. McKie & Childr
Mr. W. C. Bunner	Mr. J. R. Managh
Mr. and Mrs. B. S.	Mr. and Mrs. L.
Mr. and Mrs. C. D.	Mr. and Mrs. L.
Mr. M. O. Clark	Miss Z. Mandell
Mr. P. Clement	Mr. H. T. Meyers
Mr. and Mrs. Cockram	Mr. D. M. Mickle
Mr. W. J. Cooney	Mr. J. G. Minor
Mr. M. S. Coxon	Mr. J. R. Morrison
Mr. W. C. Cranch	Mr. H. J. Morse
Mr. and Mrs. C. C.	Mr. and Mrs. J. Moulden
Mr. A. E. Dunrich	Mr. and Mrs. D. Mann
Mr. R. H. Elliot	Mrs. M. E. F. ley
Mr. C. B. Eyler	Mr. E. H. Ray
Mr. M. Ayer	Mr. R. K. Rodger
Mr. J. Z. C. Faber	Miss L. Ross

Dr. H. G. Fisher      Surgeon & Mrs. A.     

Mr. F. Fimell	Mr. J. Spitzler
Mr. M. Freedman	Miss A. Square
Mr. A. Gaddet	Mr. C. E. Stanton
Mr. V. Goulbourn	Mr. M. J. Tarr
Mr. T. P. Hall	Mr. and Mrs. M. Thompson
Mr. H. O. Hasagun	Mr. W. W. Trautsch
Mr. A. A. Katz	Mr. W. A. Verroch
Mr. B. H. Reid	Mr. F. V. Walker
Mr. and Mrs. E. R. Hawitt	Mr. T. Walton
Mr. S. R. Hough	Mr. E. Whitcomb
Mr. J. A. Jones	Mr. Whitman
Mr. W. D. Kraft	Mr. B. Wunde
Mr. E. L. Lovetus	Mr. G. Wolf
Mr. J. and Mrs. T. J. Lewis	Mr. C. G. Wood
	Mr. and Mrs. W. Zollner

KING EDWARD HOTEL.

and Mrs. Blanche	Mrs. Lepore
dower.	Mrs. M. Leslie
and Mrs. Capron	Mrs. Marion
E. P. Cor	Mrs. Mulder
O. H. Daister	Mr. N. W. Nikke
H. Ebbel	Mr. Packer
and Mrs. Ebner	Mr. D. O. Passmore
Eyl.	Mr. Dr. Parsons
Grimm	Mr. R. Tegold
A. Heymann	Mr. Rosenthal
H. Hsieck	Mr. F. J. Rowley
H. Hochschuler	Mr. E. T. Ryan
F. Holloway	Mr. A. P. Ryan
J. Kessel	Mr. Vincent
K. K. Kell	Mr. G. C. Whitman
and Mrs. Kell	
L. Kell	

## Vessels Advertised as Loading

DISPATCHES	VERMEL	ASTORIA	DATE OF LEAVING
Amoy, H. F. Chow	Halfoing	Jongins Legnick & Co	July 5, at 10 a.m.
Amoy, Cohn & Hollis	Kalongs	Burstedfeld & Sons	July 5, at 10 a.m.
Australasia Power, &c.	Alidenham	W. H. Livingston & Co.	July 20, at 10 a.m.
Boston & New York	Wynneio	Arnholdt, Kamborg & Co.	Aug. 1, at Noon
Europe, &c.	Goos	Walders & Co.	July 13, at Noon
Halphong	Chahli	Burstedfeld & Sons	July 5, at 10 a.m.
Japan & Portland, &c.	Sells	Portland & A. S. Co.	July 4, at Noon
Kobe & Yokohama	Antea, Mara	Nippon Yusen Kaisha	July 7, at 4 p.m.
London, &c.	Datta	S. & O. S. N. Co.	July 9, at Noon
Mar. L. London & Antwerp	Malta	S. & O. S. N. Co.	July 13, at Noon
Mareilles, London & Antwerp	Aki Maru	Nippon Yusen Kaisha	July 6, Daylight
Mareilles, v. Saigon	Armand Bobio	Messageries Maritimes	July 5, at 1 p.m.
Mar. Harre & H. burg	Westphalia	Hamburg, Am. L. L. L.	June 27, at Noon
Mareilles	Zalco	Shewan, Thomas & Co.	July 9, at Noon
New York v. Suez Canal	Loompanag	Isardine, Jones & Co., Ltd.	July 30, at 4 p.m.
Shanghai, M. J. & Co.	Datta	Nippon Yusen Kaisha	July 4, at 5 p.m.
Sad. Francisco v. Japan	Wakana Maru	Nippon Yusen Kaisha	July 4, at 1 p.m.
Sad. Francisco v. Japan	Monopolis	Pacific Mail S. Co.	July 4, at 1 p.m.
Sad. Francisco v. Japan	Teyyo Maru	Tyso, Klein, Kaisha	July 9, at 1 p.m.
Shai, Kobe & Yham	Meckenburg	Hamburg, Am. L. L. L.	Aug. 1, at Noon
Shai, R. M. Kobe v. Japan	Kleist	Milner & Co.	Aug. 1, at Noon
Shai, Kobe & Mollat	Namwang	Isardine, Jones & Co., Ltd.	July 5, at Noon
Suez, Pango, Calcutta	Java	S. & O. S. N. Co.	July 6, at Noon
Shai, Mollat, Kobe v. Yham	Ernest Simons	Messageries Maritimes	June 27, at Noon
Suez, Pango, Calcutta	Catherine Apar	D. Sanson & Co., Ltd.	July 5, at Noon
Shanghai	Anhui	Sutcliffe & Sons	July 5, Daylight
Shanghai	Delhi	S. & O. S. N. Co.	July 7, at Noon
Swatow	Erasmus	Jongins Legnick & Co.	July 5, at 10 a.m.
Suez, Pango & Taiwan	Yamato Maru	Yamato Steamship Co.	July 10, at 10 a.m.
Suez, Amoy & Amphis	Joshia Maru	Nippon Yusen Kaisha	July 15, at 4 p.m.
Victoria, B. C., Seattle	Yamato Maru	Nippon Yusen Kaisha	July 15, at 4 p.m.
Vancouver, B. C., Tacoma	Kumovic	Doi wall & Co., Limited	July 5, at Noon
Vancouver, B. C., Col.	Empress of India	Canadian P. & N. Co.	July 16, at 4 p.m.
Vancouver, B. C., Col.	Empress of Japan	Canadian P. & N. Co.	Aug. 6, at 6 p.m.
Yokai, Chetco & Yham	Chongching	Isardine, Jones & Co., Ltd.	July 3, Daylight

July 1, 1910

Stock.	No. of Shares.	Price.	Paid up.	Quoting Quota—paid up Quota.
BANKS.				
Hongkong and Shanghai Bank Corp.	120,000	£ 125	all	£845, sellers £289, 10
National Bank of China, Limited	88,925	£ 2	£ 50	£78, buyers
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd.	10,000	£ 350	£ 25	£177, sellers
China Traders Insurance Co., Ltd.	24,000	£ 89.33	£ 5	£273, sellers
North-China Insurance Co., Ltd.	10,000	£ 2 15	£ 100	£ 115
Union Insurance Society, Limited	10,000	£ 350	£ 60	£220, sellers
Yantai Insurance Association Co.	12,000	£ 190	£ 60	£280
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,700	£ 100	£ 30	£114, sales
Hongkong Fire Insurance Co., Ltd.	8,000	£ 350	£ 30	£250, buyers
DOCKS, &c.				
H.K. & Whampoa Dock Co., Ltd.	50,000	£ 50	all	£60, buyers
Geo. Farwick & Co., Limited	18,000	£ 25	£ 25	£10, sellers
New Ansoy Dock Co., Ltd.	10,000	£ 65	£ 62	£8, sellers
Shanghai Dock and Eng. Co., Ltd.	55,900	£ 100	£ 100	£100, £18.79
STEAMBOATS, TRUG, &c.				
China and Manila S. S. Co., Ltd.	50,000	£ 25	£ 25	£5.97, sellers
Overseas Steamship Co., Limited	20,000	£ 15	£ 15	£31, sellers
H.K. O. and M. Steamboat Co., Ltd.	90,000	£ 18	£ 18	£33
Indo-China S. N. Company, Ltd.	6,000	£ 2	all	£48, London, 25.
Star Ferry Company, Ltd.	10,000	£ 10	£ 10	£14, sellers
Shell Transport & Trading Co., Ltd.	10,000	£ 10	£ 5	£14, sellers
Taku Tug and Lighter Co., Ltd.	1,000,000	£ 1	£ 1	£10, as dir.
Shanghai Tug and Lighter Co., Ltd.	8,000	£ 2	£ 2	£10, £5.
do do Reserve	100,000	£ 50	£ 60	£10, £2
do do	100,000	£ 50	£ 60	£10, £3
SUGAR.				
China Sugar Company, Limited	30,000	£ 150	all	£158, buyers
Erson Sugar Company, Limited	7,000	£ 130	all	£53, sellers
Perak Sugar Cultivation Co., Ltd.	7,000	£ 50	£ 50	£10, £10
WHEAT.				
H. K. & How, Wheat & Godwin Co.	40,000	£ 40	all	£57, sellers
Shanghai and Hongkong Wheat Co.	32,000	£ 100	£ 100	£100, £118
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	£ 100	£ 100	£100, buyers
Shanghai Land Investments Co.	71,500	£ 50	£ 50	£10, £10
Howland Land and Building Co.	7,000	£ 50	£ 50	£33, buyers
Wai-choi Land & Building Co.	2,874	£ 25	£ 25	£10, £10
Hampshire Estate & Finance Co.	150,000	£ 10	all	£48, sellers
West Point Building Co., Limited	12,500	£ 50	£ 50	£33, sellers
TRAMWAYS.				
do do	20,000	£ 10	all	£14, buyers

78 Co., Ltd.,	60,000	4	11	8	1	1
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Société Française des Charbon-	18,000	100	450	1	\$255
Bagas du Tonkin	200,000	1	18 1/2	107	buyers
Raaf Asia Cold Mfg. Co. Ltd.	12,000	50	50	107 1/2	callers
SUTTER, & CO.	8,000	50	50	108 1/2	callers
Hongkong Hotel Company, Ltd.	8,000	10	50	112	
Anton House Hotel Co., Ltd. (S'bad)	80,000	10	50		
REPRESENTATIVES					
A. S. Watson & Co., Limited	20,000	10	10	87	callers
Wong Yee Hong	10,000	10	10	83	callers

ING. Co., Limited. Y. 007 2. 10 aM 820E.

Shanghai Gas Company, Ltd.	6,000	10	50	Tia 30	
Hongkong Electric Co., Limited	90,000	10	10	10	\$30, sellers
MINORITIES					
Green Island Cement Co., Ltd.	100,000	10	10	10	\$7, sales & sellers
Beil's Asbestos Eastern Agency, Ltd.	8,504	2	15 1/2	15 1/2	\$8, sellers
United Asbestos Oriental Agency, Ltd.	100,000	10	10	10	\$11, sellers
Union Waterhoist Co., Limited	50,000	10	10	10	\$50
Hongkong Dairy Farm Co., Limited	5,000	10	10	10	\$7
Hongkong Ice Company, Limited	5,000	10	10	10	\$12, buyers
Hongkong Piano Co., Ltd.	10,000	10	50	50	\$50, sellers
Shanghai Water Works Co., Ltd.	18,360	10	20	20	Tia 290
Hikone Kasei Manufacturing Co., Ltd.	97,000	10	10	10	\$20, sales
Hongkong Cotton Spinning Co., Ltd.	285,000	10	10	10	\$8, sellers
Ewe Cotton Spinning and Weaving Co., Limited	20,000	10	50	Tia 50	Tia 122
International Cotton Manufacturing Co., Limited	10,000	Tia	10	Tia 57	Tia 62
Lao, Sang-Maw Cotton Spinning and Weaving Co., Ltd.	9,000	Tia	100	Tia 100	Tia 70
Soy Chee Cotton Spinning Co., Ltd.	5,000	Tia	500	Tia 500	Tia 240
China Provident Loan Mortgage Co., Limited	300,000	10	10	10	\$8, sellers
China Borneo Commerce Co., Ltd.	60,000	10	12	12	\$10, sellers
Campbell, Moore & Co., Limited	1,200	10	all	all	\$10, sales
Wm. Powell, Limited	12,000	10	10	10	\$3, sellers
	5,000				

ing Post	8,000	10	10	10
ing Post	50,000	10	10	10

Chuan Tzeong Co., Ltd.	59,000		1	1	1	
Siam Lannery Company, Limited	30,000					65, buyers
Weismann & Co.	3,000		10	10	10	\$10, buyers
<b>CHINA COMPANIES:</b>						
Philippine Co., Limited	87,500		1	1	10	\$10, buyers
<b>HONGKONG:</b>						
Singapore & Johore	4,428		1	1	2	\$19, (Sta.)
Batavia	15,420		1	1	10	\$20, (Sta.)
Panama	45,000				10	\$43, (Sta.)
Allagar	750,000		9	9	9	
Cebu	1,600,000				9	
Anglo Malay	30,000		1	1	2	150
Cassafeldia (fully paid)	300,000		1	1	2	138
Highlands and Lowlands	350,000				1	
Kennelwood	150,000		2	1	1	97, gram.
Kuala Lumpur	100,000		2	1	1	
Ledberg's	100,000		2	1	1	
Lodgins	853,247		1	1	1	60.5
Ludlow	100,000		1	1	1	

8,500	2	1	2	1	1
125,000	2	1	2	1	1

Manager's Expense	170,000 £	1 £	1 188
Bulk Charge	30,000 £	1 £	1 807
Eastern and International			3875 per cent
London Venture			616
Sumatra Paras		5/	78
Medicines	120,000		110
Batu Tiga	70,000 £	1 £	1 110
LOAN.	August.	Value.	Interest.
Chinese Imperial 1896	Tls. 100,000,000	250 1/2	5 per cent
DEBENTURE and SMITH'S Chinese Bonds			

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